

APPENDIX 26 TO ANNEX C TO CGD17 OPLAN 9870-05 (U)

C:26: MAJOR MARINE DISASTER (MMD) RESPONSE / MASS RESCUE OPERATIONS (MRO)

- REFERENCES:
- (a) Title 46, Code of Federal Regulations
  - (b) Marine Safety Manual Volume V, Investigations, COMDTINST M16600.10
  - (c) Seventeenth Coast Guard District AOR Analysis for Current FY
  - (d) CCGD17 Standard Operating Procedures
  - (e) USCG Addendum to the US National SAR Supplement, COMDTINST M16130.2D
  - (f) Incident Command System, COMDTINST 16471.1
  - (g) Incident Command System Implementation Plan, COMDTINST 16471.2
  - (h) USCG Incident Management Handbook, COMDT PUB P3120.17
  - (i) National Incident Management System
  - (j) COMPACAREA OPLAN 9800-04, Appendix 26, MRO

(U) Situation. This Appendix describes response operations for a MMD and/or MRO event.

- a. General. A MMD and / or MRO could occur at any time and in any location within the D17 AOR or adjacent seas. The potential exists for significant loss of life and property, as well as massive damage to the environment resulting from a catastrophic marine disaster. D17 and the designated Coast Guard Incident Commander (CGIC), working in conjunction with other agencies, will direct resources toward minimizing resultant losses.
- b. Incident. A MMD or MRO may involve one or more vessels, place many lives/cargo/property/environment at risk, and occur in an almost infinite combination of scenarios, including weapons of mass destruction (WMD) incidents. While prevention and response to a MMD or MRO involving vessels is the primary focus of this Appendix, a large natural disaster like an earthquake or tsunami, or crash of an aircraft, such as occurred with TWA 800 and Alaskan Air 261, could equally result in placing many lives at risk.
  - (1) A response to a marine disaster may involve more than D17's assets and will more than likely require coordination to request assistance and additional assets with other federal (including DOD), state, local and even foreign agencies.
  - (2) The impact of a MMD/MRO event will vary greatly depending upon:
    - (a) The nature of the casualty.
    - (b) The type and size of the vessel(s), plane(s) or natural disaster involved.
    - (c) The location of the incident.
    - (d) Present and future weather conditions.
    - (e) The number of people involved and the nature of medical requirements.

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- (f) The cargo(s) on board, or the nature of hazardous contaminants.
- (g) Associated hazards to responders – environmental, chemical, radiological, biological.

c. Notification. Report of a MMD/MRO may come from any number of places, but will usually be initiated from the affected vessel. Certain vessel casualties listed in subpart 4.05 of reference (a) require notification of the Coast Guard by the vessel owner, agent, master, or person in charge. The initial report should provide sufficient information to determine the potential scope of the incident and potential security implications. Commandant (G-MOA-1) requires immediate notification of major and significant marine casualties, and casualties involving a public and non-public vessel. Paragraph 1.f. below provides definitions for each category of marine casualties. Reference (b) (paragraph 3.B.1) provides a checklist of the basic information needed for these reports. The National Response Center (NRC) requires notification of oil spills and hazardous materials releases and of all suspected or confirmed terrorists or WMD incidents.

d. Threat Assessment. Reference (c) provides the most current assessment analysis for the District.

(1) General. Over the past two decades, incidents involving cruise ships and large fish processors, ranging from groundings to fires, have occurred in various locations throughout the coastal waters of the U.S. Incidents in Alaska have included capsizings created by overloading, groundings and fires resulting in loss of ship control. The frequency, severity and potential for massive loss of life of cruise ship incidents led the COMDT to establish a commission to investigate cruise ship safety during the summer of 1995.

(2) Navigation. Navigating Alaskan waters presents challenges not commonly found elsewhere. Unpredictable violent weather, cold water, strong currents, extreme tidal changes and remote locations with poor communications add to the potential danger. The most current edition of reference (c) provides more detail on these dangers.

e. Risk Assessment.

(1) Recreational Vessels. Recreational boaters are the more frequent customers assisted by the Search and Rescue (SAR) mission. The majority of recreational boating is confined to Southeast and South Central Alaska. While there is some activity throughout the year, the largest portion occurs from May through August. Alaska also has significant recreational boating activity during the hunting season, September through December. The likelihood of a significant recreational boating accident involving large numbers of vessels is low. However, a large number of smaller accidents at the same time would seriously impede SAR response efforts.

(2) Commercial Fishing Vessels. The Coast Guard responds almost as often to commercial fishing vessel incidents as to recreational boating, but the degree of distress tends to be more severe. Offshore work, heavy weather and work with dangerous equipment exposes the commercial boater to more risk. Significant commercial activity occurs throughout the year

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with the busiest season being summer. The most dangerous fishery is the Bering Sea winter crab fishery. The danger for this industry lies in the unpredictable inclement weather conditions, short season and aggressive nature of the business.

(3) High Capacity Cruise Ships. Cruising Alaskan waters remains big business. Approximately 800,000 people voyage aboard the large and smaller capacity cruise vessels, with the total expected to reach 1 million in the near future. The majority of cruise ship traffic is focused in the waters of Southeast Alaska and Prince William Sound, but a few of the smaller cruise ships travel transit into the remote and environmentally sensitive regions of the Bering and Beaufort Seas. Although the probability of a major cruise ship incident is low, vessel groundings and shipboard fires do occur, and have resulted in mass evacuation, loss of vessel control and loss of life. The danger does exist and there is the potential for a great loss of life or need for a mass rescue operation that will stress the capacities of the system

(4) Alaska Marine Highway Vessels: The Alaska Marine Highway System has been operating year-round since 1963, with regularly scheduled passenger and vehicle service to 30 [communities in Alaska](#), plus Bellingham, Washington, and Prince Rupert, British Columbia. There are currently [ten vessels](#) in the AMHS fleet, with additional other ferries either under construction or planned. The MV FAIRWEATHER is a fast ferry capable of speeds to 42 knots, with a capacity of 259 passengers. During the past ten years the Alaska Marine Highway System has carried an average of 400,000 passengers and 100,000 vehicles per year

(5) Day Excursion Vessels: High speed, high capacity day tour excursions or private ferry vessels have become common throughout Alaska, especially in the summer months. The majority of vessels has a capacity of over 100 passengers, and operate from the ports of Ketchikan, Juneau, Sitka, Seward, Kodiak, and Homer. These vessels travel at high speed and often venture into remote regions and close to shore.

(4) Other Commercial Vessels. The tank ships servicing the Alyeska Oil Terminal in Valdez present the largest threat for a marine disaster in this category of vessel. Additionally, commercial container ships make regular port calls to Kodiak, Anchorage, and Dutch Harbor. Spot charter freight ships also make port calls at remotely located logging and mining facilities. Tugs and barges service and supply the majority of coastal towns and communities. Commercial ships on voyages between Seattle and Far East pass through Unimak Pass in the Aleutian Islands. Requests for medical information (MEDICO) and medical evacuation (MEDEVAC) from commercial vessels are routinely handled by the Coast Guard. On rare occasions, disabled vessels may require major SAR efforts.

(5) Aircraft. D17 has a unique responsibility for inland SAR in Southeast Alaska, the Alaska Peninsula, and the Aleutian Islands. Searching for missing aircraft in heavily wooded, mountainous terrain is one of the most challenging SAR missions. Additionally, USCG assets for MEDIVAC, SAR and on water operations would be required for response to a major incident at a coastal community airport.

f. Vulnerability Assessment For Worst Case Scenario.

(1) The worst-case scenario for this district is a grounding or fire on board a high capacity passenger vessel or large fish-processing vessel in a remote location that lacks a quick response infrastructure. Location examples include the Aleutians Islands, Bering Sea and Gulf of Alaska transit zone and fishing grounds, offshore waters between SE Alaska and Prince William Sound, or other remote regions with poor communications, little infrastructure, and limited traffic to assist in SAR operations. If grounding is severe, progressive and uncontrolled flooding may occur, making evacuation of the vessel necessary. The threat of an uncontrolled fire will compound the urgency with which passengers and crew must be evacuated.

(2) A major concern with high capacity passenger vessels is with the disposition of the passengers, many of whom may be elderly, handicapped, injured or requiring special medical care. Local medical facilities will be quickly over whelmed. Accountability of all passengers and crew will be a priority. Support by local communities for temporary care of evacuees may be necessary.

(3) Major concerns with a large fish processor include the potential for lack of response planning by the vessel operators, which may hinder their initial response actions. Additionally, extreme offshore location and chemical (ammonia, chlorine and freon) used for cooling and processing may present unique challenges for response. The presence of chemicals must be considered during fire fighting efforts.

(4) Weather conditions for the tourist season may have average water temperatures of 45 to 48 degree, colder in more Northern sections, seas to 10 feet, strong tidal currents, reduced visibility and sudden severe winds. Winter weather for a fishing vessel incident may be severe to the extent that SAR aircraft are unable to fly, or vessel assistance is limited due to on scene weather.

(5) The probability of these types of scenarios happening in any given year is low, but the consequences are high. The great distances involved, remote land areas offering no infrastructure support and limited response resources combine to make it difficult to plan for logistics or medical support.

g. Pre-Incident Preparations. To facilitate response operations, CGICs should work with local port officials, communities, and response partners to:

- (1) Identify commercial vessels of opportunity within local port areas that may be called upon in an emergency to assist in removing large numbers of passengers from vessels in distress.
- (2) Identify joint command post locations, and practice activation and operation of sites during existing response exercise programs. Identification of communication requirements and resources, as well as trial installation of communications gear should be included in planning.
- (3) Identify appropriate port facilities where damaged vessels may be taken in an emergency to stabilize the situation and/or remove passengers (especially the injured) in a safe and orderly manner.
- (4) Identify appropriate port facilities or other staging areas for handling large numbers of people for the purposes of evacuee accountability, medical screening, triage and transport, security screening, law enforcement, documentation, or other reasons.
- (5) Coordinate with local HAZMAT responders on procedures for WMD based responses and mass decontamination, and with local medical community on procedures for mass casualty response. Be familiar with the contents of the local Metropolitan Medical Response Plans for your area.

h. Definitions.

- (1) Marine Disaster. A major marine casualty involving:
  - (a) Potential for or high degree of loss of life resulting in a mass rescue operation.
  - (b) Potential for or high degree of damage to a vessel or vessels.
  - (c) Potential or actual discharge of a significant amount of oil or potential or actual release of a significant amount of a hazardous substance into the environment.
- (2) Mass Rescue Operation. Civil search and rescue (SAR) services characterized by the need for immediate assistance to large numbers of persons in distress, such that the capabilities normally available to SAR authorities are inadequate.
- (3) Marine Casualty. A marine casualty or accident is defined in 46 CFR 4.03-1. It includes any accidental grounding or occurrence involving a vessel, its gear or cargo, or injury or loss of life; and includes collisions, collisions with bridges, strandings, groundings, foundering, heavy weather damage, fires, explosions, failure of gear and equipment, and any other damage, which might affect vessel seaworthiness.
- (4) Major Marine Casualty. A casualty involving a vessel, other than a public vessel, which results in one of the following:

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- (a) The loss of six or more lives;
  - (b) The loss of a mechanically-propelled vessel of 100 or more gross tons;
  - (c) Property damage initially estimated at \$500,000 or more;
  - (d) "Serious threat" (as determined by the Commandant, with concurrence by the National Transportation Safety Board chairperson) to life, property or the marine environment by hazardous materials.
- (5) Significant Marine Casualty. Those casualties that involve important safety issues or cause substantial media interest. Significant marine casualties generally involve the following:
- (a) Multiple deaths or a single death caused by unusual circumstances.
  - (b) Hazard to life, property or the marine environment (e.g., the sinking of a chlorine barge).
  - (c) Loss of any inspected vessel.
- (6) Public/Nonpublic Vessel Casualty. All casualties that involve a public and a nonpublic vessel with at least one fatality or \$75,000 in property damage.
- (7) Serious Casualty. Defined by the International Maritime Organization (IMO) as an occurrence involving vessels of 1,600 gross tons or more that results in the total loss (including constructive total loss) of one or more vessels or a loss of life on vessels of 500 gross tons or more.
- i. Support From Other Agencies. In addition to the information in the Basic 9870 Plan, the following is a summary of agencies/personnel that play a major role in a MMD or MRO incident.
- (1) Federal.
    - (a) U.S. Air Force/Alaskan Command. Provides rescue helicopters and medical assistance. Air Force can also provide para-jumpers for rescue and recovery efforts.
    - (b) U.S. Forest Service. Assists with SAR efforts through coordinated use of their VHF-FM communications network, and a potential source of small boats in remote regions.
    - (c) National Weather Service. Provides current and forecasted weather information.
    - (d) Federal Aviation Administration. Restricts air space around an incident site. With advanced notice, can provide air traffic controllers to control responding aircraft.
    - (e) Civil Air Patrol. Provides assistance in aerial surveillance, logistics and search and rescue.
    - (f) National Transportation Safety Board (NTSB). Investigates accidents, and makes recommendations on transportation safety measures and practices.

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- (g) Environmental Protection Agency (EPA). Co-Chair of the Alaska Regional Response Team. For the inland region, EPA coordinates the overall federal effort to detect, identify, contain, and cleanup or minimize releases of oil or hazardous substances, or prevents the threat of potential releases. EPA and USCG are the primary agencies within the National Response Plan to provide Emergency Support Function response for oil and hazardous material releases.
  - (h) U.S. Department of the Interior / U.S. National Park Service. Lead agency for response in National Parks and Wildlife Refuges. Maintains a deployable Incident Command Team and can provide communications assistance and small boats.
  - (i) U.S. Army Corps of Engineers (ACOE). The Army Corps of Engineers is responsible for maintaining federal waterways. If the owner of a wreck (which is a hazard to navigation) cannot or will not remove it, the ACOE may do so and bill the owner for the expense. In addition, the Coast Guard and the ACOE enforce the Refuse Act jointly. It has been interpreted to prohibit the discharge of virtually any material into the navigable waters of the U.S.
  - (j) U.S. Navy Supervisor of Salvage (SUPSALV). Provides salvage, lightering, and pollution response expertise. SUPSALV maintains a warehouse stockpiled with salvage, lightering and response gear at Building 800, Fort Richardson, Alaska.
  - (k) Department of State (DOS). Provides assistance in coordinating an international response, when a discharge crosses international boundaries or involves foreign flag vessels.
- (2) State.
- (a) Alaska Department of Environmental Conservation (ADEC). Lead State agency for oil spills and hazardous substance releases, and provides the State On Scene Coordinator (SOSC) to the unified command during environmental responses. ADEC coordinates input from other state agencies during oil and HAZMAT responses.
  - (b) Alaska Division of Homeland Security and Emergency Management. Responsible for coordinating all phases of homeland security and emergency management in the State of Alaska. Alaska's Division of Homeland Security and Emergency Management provides critical services to the State of Alaska to protect lives and property from terrorism and all other hazards, as well as to provide rapid recovery from all disasters.
  - (c) Alaska Department of Public Safety (State Police). The state agency charged with providing functions relative to the protection of life, property and wildlife resources. Department members enforce criminal laws, traffic laws and regulations, wildlife laws and regulations, fire laws and regulations, and are additionally responsible for a number of public safety related functions such as search and rescue, court services and criminal justice records.
  - (d) Department of Transportation and Public Facilities, including Alaska Marine Highway System. Ferries can provide surface resources for SAR, repair, personnel and communications support.

(3) Local, County and Municipal.

- (a) Coroner/Medical Examiner. During a mass casualty situation, a team from the coroner or medical examiner's office will respond to the scene. A coroner is an appointed official empowered to sign death certificates. A medical examiner is a physician with specialty training in pathology and some specialty training in forensic pathology. Both coroners and medical examiners will take custody of a body and work with the deceased's family to have the remains delivered to a funeral home, or if no family is identified, have the remains interred.
- (b) Local Firefighting Resources. The local fire department may or may not have waterborne fire fighting assets. If the casualty involves a fire pier side, the local fire department will be on scene. However, their expertise in responding to shipboard fires is usually limited, making it necessary for the COTP to provide a liaison to advise the responding fire chief regarding the special considerations of shipboard fire fighting and to assist in coordinating the movements of responding Coast Guard assets. The Anchorage, Fairbanks, Kodiak, Valdez, and Ketchikan municipal fire departments have specialized HAZMAT incident response resources.
- (c) Emergency Medical Services (EMS). In most areas, EMS is part of a local fire department or hospital. In a mass casualty situation, EMS will be on scene conducting triage, providing aid, and transporting the injured to hospitals.
- (d) Local Law Enforcement Agencies. These include local police, Alaska State Troopers, village public safety officers, and other specialized law enforcement agencies in the local area. They may have concurrent, overlapping jurisdiction. They may want to investigate the scene for possible law enforcement action should foul play be suspected. They can also assist in keeping an area clear of spectators, directing traffic shore-side, and providing other assistance.
- (e) Local Harbormaster. The town in which the harbor is located usually employs local harbormasters. They may be part of the local law enforcement agency or may be separate with powers delegated to them directly by the town or city council. They can provide assistance transporting the injured, controlling spectators and private citizens wanting to assist the response and providing other support.
- (f) Local Search and Rescue Organizations. Can provide quick response for SAR assets.

(4) Involved Parties. Parties with an interest in the vessel and/or its cargo.

- (a) Carrier. As defined in 46 USC 1301, the term "carrier" includes the owner or charterer who enters into a contract of carriage with the shipper. Under the general law of maritime carriage, the carrier of goods by sea is absolutely responsible for their safe arrival. Therefore, the carrier has an interest in saving both the cargo and the vessel.
- (b) Vessel Owner. The owner of the vessel is documented on the vessel's certificate of registry. The owner has primary responsibility for the vessel's safety and seaworthiness. If the vessel sinks or becomes an obstruction to navigation, it is the owner's responsibility to mark it immediately and take the necessary actions to remove it.
- (c) Vessel Operator. The person or company hired by the owner to operate the vessel, and as such is the owner or chartered vessel representative.

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- (d) Vessel Charter. In the case of a demise or bareboat charter, the operator of the chartered vessel is, in effect, the vessel owner. With a voyage or time charter, the owner's personnel continue to navigate and manage the vessel.
  - (e) Master. The master is the owner or chartered vessel representative responsible for ensuring that the vessel is operated safely. The master has contractual and legal obligations to ensure the safety of the vessel and the cargo onboard. The master remains in command even when the ship is in the charge of a pilot.
  - (f) Cargo Owner(s). The entire cargo on board the vessel may be owned by one or more entities, depending on the circumstances of the case. Cargo owners may have differing interests as to what happens to the cargo during the response.
  - (g) The Vessel's Agent. The vessel's agent is a point of contact in a port or location who handles logistic arrangements for the vessel. The vessel's agent may have valuable information regarding the current employment of the vessel.
  - (h) Pilot. As an advisor to the master while on board the vessel in pilotage waters, the pilot provides local knowledge to the master, thus aiding the vessel's transit. The vessel may have a pilot on board or pilotage may be with the ship's officers. If on board during the casualty, a pilot may be able to assist the response. If the incident occurs in port or in pilotage waters, pilots may be needed to assist with the movement of the vessel.
  - (i) Maritime Attorneys. Attorneys will often be hired to represent the owner to federal, state and local authorities during response when the location of the incident is far from the company's office. They are usually given the power to make certain decisions regarding the vessel and cargo.
  - (j) Classification Societies. Classification societies furnish up-to-date reports on a vessel's condition. Surveyors may be employed by underwriters or other parties to conduct inspections prior to attesting to the condition of the vessel.
  - (k) Vessel & Cargo Assurers (underwriters, insurers). In the United States, the insurer is nearly always a corporation. For payment of a premium, the assurer "...agrees that if certain losses or damage occur, to certain interests of the assured, at risk in a maritime venture, the assurer will indemnify (to make compensation to, for damage, loss, or injury) the assured." The assurers will be interested in the disposition of the vessel or the cargo as well as any proposed salvage.
- (5) Industry, Commercial and Private Agencies.
- (a) AMVER Vessels. Can provide quick response and assistance as required.
  - (b) Cruise Ship Companies. Can provide for coordination of disposition of survivors, crew manifests and passenger listings.
  - (c) American Red Cross. Can provide coordination for shelter and food as well as medical assistance.

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- (d) Salvage Companies. Salvors may be hired to salvage the vessel and/or cargo.
  - (e) Commercial Towboat Operators. Towboat operators may be used to assist the movement of the vessel or resources associated with the response.
  - (f) Barge Owners. Barges in the local area may be needed for lightering, which will assist in salvage operations.
  - (g) Commercial Shipyards. Shipyards will be necessary if the vessel is to be repaired. They may also have exportable expertise and equipment, which may be used to assist operations.
  - (h) Private Fishing and Tour Vessels. Surface assets that can be used to transfer survivors to shore and assist in search efforts. Can also provide quick response.
  - (i) Helicopter and Float Plan Services. Can provide air assets to recover survivors, assist with abandon ship procedures and passenger transport.
- j. Assumptions. In addition to the assumptions listed in the Basic Plan, the following apply to major marine disaster / mass rescue response operations:
- (1) The incident and response, if not occurring offshore, may adversely impact navigation.
  - (2) The incident will have regional and/or national and/or international implications (inter-district, multi-state, multi-nation), or pose a significant environmental/economic threat.
  - (3) If the incident involves an actual or potential release of oil and/or hazardous substances, appropriate responses plans will be executed in conjunction with this plan. Environmental response will run concurrently, on a not to interfere basis, with SAR.
  - (4) The responsible party's ability to respond will vary greatly. If two pleasure craft collide, there may be little or no assistance from the owners, who may themselves, be in distress. If the incident occurs onboard a commercial vessel, cruise ship or passenger ship, the operators may actively join in the unified command, provide resources, and meet or exceed their statutory obligations.
  - (5) The vessel agent/company has been notified by the vessel and will act responsibly.
  - (6) A MMD / MRO will likely occur in a remote area of the state. Immediate logistical support and communications capabilities may be limited.
  - (7) The incident will require evacuation of passengers and crew. In the case of high capacity passenger vessels, many of the passengers will be elderly and may require specialized medical care. Launching of small / lifeboats may be limited due to listing of the vessel.
- k. Legal Considerations.
- (1) Under the authority of 14 U.S.C. 88, the Coast Guard will render aid to distressed persons and

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- property where Coast Guard facilities are available.
- (2) Procedures contained within this Appendix will be carried out under the authority of 46 U.S.C. 6101 and 46 U.S.C. 6301.
  - (3) Documentation of Environmental Response: Costs incurred in pollution response efforts can be recovered from the responsible party, sometimes years after the incident. Units involved in pollution cleanup should keep accurate detailed records of unit hours and costs to support USCG reimbursement claims. Crew lists and all standard vessel logs should be maintained.
  - (4) Preservation of Evidence: All records pertaining to the response should be preserved and maintained. Proper records and logs facilitate the investigation of the incident. It can be expected that all USCG records will be subject to FOIA requests. Particular care should be given to the recordings of voice communications, electronic mail messages and videotapes which sometimes are misplaced or taped over.
  - (5) Access to Private Property and Involvement of Private Citizens: Care should be taken whenever private citizens are co-opted into the USCG rescue and response efforts. Such actions can incur legal obligations by the USCG to ensure the safety of the volunteers and may require response organizers and providers to take additional measures to ensure safety and protect property. Consult with the D17 (dl) if such issues arise.
  - (6) Cooperation with National Transportation Safety Board (NTSB) Investigators: The senior USCG investigator assigned will be the point of contact with the NTSB. All USCG personnel involved in response should be aware that any contact with the NTSB should be reported to and coordinated through the senior USCG investigator. USCG witnesses should avoid providing statement to other independent investigators except as authorized by CGD17 legal and or public affairs.
2. Mission. In response to a MMD / MRO, D17 forces, in conjunction with other agencies, will conduct operations to save or mitigate the loss of life and property, and/or damage to the environment.
  3. Execution.
    - a. Concept of Operations. In the absence of instructions from higher authority, D17 units are authorized and expected to act on their own initiative to respond to a MMD/MRO event.
      - (1) Commander's Intent. D17 forces will effectively use all available resources to save or mitigate the loss of life and property and damage to the environment. The incident objective and desired end-state is a marine disaster/mass rescue response operation conducted in a safe, secure, coordinated and successful manner with a smooth transition by responding forces back to normal operations.
      - (2) General. Once a disaster occurs, the District Commander will designate the CGIC(s), provide necessary support, coordinate intra-district relief efforts, and broker resources in support of the response and recovery operation. Depending upon the circumstances of the disaster, an augmented D17 Command Center watch or activation of the D17 Regional Incident Command

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may be required.

- (3) D17 CGIC(s), including D17 Command Center, will carry out response operations by:
  - (a) Conducting or assisting with search and rescue (SAR) operations.
  - (b) Evacuating personnel from vessels or aircraft.
  - (c) Recovering victims' bodies from the water.
  - (d) Directing or assisting with fire fighting operations.
  - (e) Determining as quickly as possible the approximate cause of the incident and resultant security and response implications.
  - (f) If foul play is suspected, assisting other law enforcement agencies by preserving the scene of the incident as much as possible for law enforcement action.
  - (g) Directing and/or conducting pollution response operations.
  - (h) If required, recovering floating debris from the water (e.g., vessel & aircraft wreckage) for use in investigating the cause of the incident.
  - (i) Directing or assisting with the safe movement of shipping and/or fishery operations in and around the incident site.
  - (j) Conducting port safety operations including enforcement of applicable regulations; notifying mariners and the public of potential hazards; establishing and enforcing safety zones for the protection of persons, vessels and the environment; and overseeing salvage operations required for the safety of the port.
  - (k) Providing assistance to other agencies involved.
- (4) Employment. Employment of Coast Guard resources will be prioritized as follows:
  - (a) Initial Response. Activities will be aimed at saving or protecting lives, including removing people from the water, evacuating people from affected vessels, aircraft or impacted areas, transporting people to staging areas ashore for further transport to appropriate medical facilities, and maintaining security. Tab B and reference (d) to this Appendix provides guidance for a MMD/MRO event. If evacuation is required, accountability of passengers and crew must be an important part of the process. Refer to Tab C of this Appendix for Procedures for Evacuee Accountability from Passenger Vessels.
  - (b) Statutory Response. Security and pollution response actions will be coordinated to ensure full compliance with the Federal Response Plan and the National Contingency Plan and Alaska Unified Plan. Pollution response measures may be implemented or executed separately or run concurrently with SAR efforts. An investigation of the incident shall be

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initiated as soon as practical. Other primary responsibilities include port safety/security and aids to navigation operations to ensure the safety and security of mariners and the general public.

- (c) Provide Assistance. D17 will coordinate requests for assets from other federal, state, local and international agencies. Coast Guard air assets may be needed for aerial surveillance and to transport personnel and equipment to the scene. Additional D17 assets may be required to provide oversight and monitoring roles.
  
- b. Tasks. Refer to Tab A to this Appendix for D17 MMD/MRO Execution Checklist.
  
- c. Deployment. As resources and safety permit, field commanders are authorized to deploy assets in response to an MMD/MRO. Some intra- (and inter-) district deployment of vessels, personnel, and equipment to support units responding to the incident may be required. D17 will coordinate movement of vessels, aircraft, personnel and equipment to support units responding to the incident.
  
- d. Coordinating Instructions.
  - (1) The National Response Plan (NRP) and National Incident Management System (NIMS) will be the response structure and response management organization used to respond to a marine disaster/mass rescue operation event.
  - (2) Response operations will be conducted in accordance with references (a)-(j) of this Appendix.
  - (3) All D17 units will be prepared to commence operations upon notification of an incident as described in this Appendix.
  - (4) Direct liaison between D17 operating units and local response agencies is authorized.
  
- e. Reports.
  - (1) D17 Command Center shall immediately be notified in the event of a MMD / MRO event, and kept advised via regular SITREPs. Significant events occurring between SITREPS shall be reported as soon as practical to D17 Command Center.
  - (2) D17 will set “battle rhythm” requirements to meet the information and formatting demands of D17, PACAREA and COMDT. D17 shall coordinate with PACAREA and COMDT to refrain from overwhelming the CGIC with requests / demands for minor information, or information that will be supplied in SITREPS or other regularly submitted reports.
  - (3) D17 will notify PACAREA of any marine disaster/mass rescue operation involving D17 forces, especially if the event:
    - (a) Involves WMD or other terrorist activity;
    - (b) Encompasses more than one District AOR;

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- (c) Is outside D17's AOR and/or is in foreign or international waters;
  - (d) Requires PACAREA assets to support the response;
  - (e) Requires other federal assets.
- (4) Commandant (G-MOA-1) requires immediate notification for significant marine casualties and for major marine and public/non-public vessel casualties. The cognizant MSO will notify COMDT directly and the chain of command for major marine casualties. Reference (b) provides the basic information needed.
- (5) After Action Reports and Lessons Learned. All units shall submit after action reports and lessons learned to D17 (drm) within 45 days of the end of the operation. Lessons learned shall be entered into CG-SAILS (within the Contingency Preparedness System (CPS)) within 60 days following the end of operations. D17 may convene an Incident Specific Review if deemed appropriate.
4. (U) ADMINISTRATION AND LOGISTICS.
- a. Concept of Support. Normal channels of logistics and administrative support remain in place.
  - b. Logistics. ISC Ketchikan or ISC Kodiak will support any special logistics requirements needed for marine disaster/mass rescue response operations. MLCPAC shall be kept advised of support required from the ISCs.
  - c. Personnel.
    - (1) CGIC requests for additional operational or support personnel shall be made to the District. D17 will work with ISC Ketchikan or ISC Kodiak to coordinate requests that cannot be filled by D17 personnel. Requests for assistance will be evaluated and satisfied at the lowest level possible to minimize response time and to capitalize on personal knowledge of the geographic area and local operating conditions.
    - (2) Safety is paramount in responding to any marine disaster or mass rescue operation event. CGICs must ensure responders are aware of the potential risks and are prepared accordingly, including outfitting with the proper personal protective gear. A site safety plan should be implemented and adhered to by all response personnel.
    - (5) Critical Incident Stress Management (CISM). Critical incident stress is defined as stress generated by an event of significant emotional power sufficient to overwhelm a person's or group's ability to cope. CISM counseling is available through ISC Ketchikan or Kodiak Work-Life Staffs to assist personnel and their families in dealing with CIS.
    - (6) Medical Care: A MMD / MRO incident that results in a medical mass casualty event will present significant challenges and require close coordination between agencies for efficient use of scarce resources. D17 shall notify State Department of Public Health Emergency Medical Services and request coordination support for medical issues. Mass medical needs will quickly overwhelm many local hospitals, and state officials can coordinate with local

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hospitals to identify the best location for medical service. Aside from injuries sustained as result of incident, cases of hypothermia can be expected, and blankets/warm clothes may be required for the evacuees.

- (7) **Transportation and Disposition of Survivors:** The responsible party is responsible for the shore side support and return transportation of passengers and crew. Local communities will usually be required to support this function by providing temporary staging and personnel support areas in local schools, community centers, churches, etc.
  - (8) **Pre-Staged Equipment:** Upon request by the OSC and or FOSC/COTP, all pre-staged fire, salvage, and pollution response equipment will be prepared for deployment. D17 DRAT will coordinate delivery of pre-staged pollution response equipment.
  - (9) **Messing and Berthing:** In remote regions, facilities will be limited or non-existent. Prior to deployment of personnel, the SMC and or COTP/FOSC must ensure on scene support is available for all response personnel. USCG cutters, logging camp berthing barges, commercial passenger vessels, or other commercial vessels may be required to support on scene messing and berthing for responders. For support of victims, the National Guard, Red Cross, and DOD have the ability to provide mobile kitchens and berthing support.
- d. **Public Affairs:** All public affairs should be coordinated by CGD17 (pa), and a Joint Information Center established as soon as practical. D17 (pa) will deploy to the scene to support the CGIC and to coordinate media relations with all response partners. As practical, the responsible party should be encouraged to establish a 1-800 number for family members of evacuees to call for information.
5. (U) COMMAND AND CONTROL.
- a. Command Relationships. Response management will be in accordance with reference (i).
    - (1) CGD17 (o) will be the incident owner during the SAR phase. CCGD17 (m) will assume ownership at the completion of the SAR phase. As required, D17 District Commander may establish the Regional Incident Command (RIC) in accordance with most current version of CGD17INST 3120.
    - (2) For a MMD event, the cognizant Captain of the Port will normally be assigned as CGIC.
    - (3) If the MMD includes a MRO event or other search and rescue activities, D17 Command Center will assume SAR Mission Coordinator (SMC) for the event. The COTP or D17 (m) will dispatch a representative to the Command Center to facilitate overall coordination and information flow. The On-Scene Commander (OSC) shall be designated by the SMC in accordance procedures in reference (e).
    - (4) The OSC will coordinate and task all on scene rescue assets including boats and aircraft. Since resources may be limited until SAR is complete, the OSC and COTP/FOSC on scene representatives shall coordinate on scene activities to reduce operational conflicts. Issues not resolved shall be forwarded to D17 for resolution.

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- (5) Away Team. When an AWAY TEAM is required and dispatched, it shall operate in accordance with the most current version of D17INST 16451.1, including relaying on scene information through the OSC.
- (6) Aircraft Command and Control: An aircraft controller in a fixed wing aircraft can control both military and civilian air assets assisting in the incident. This aircraft can be a USCG, DOD, or Canadian asset and will fulfill the mission of Airborne Mission Coordinator (AMC). Such aircraft will be under the TACON of the OSC. A WHEC/WMEC can also meet this need once on scene.

b. Incident Command Posts.

- (1) Initially, incident command posts will normally be located at existing Coast Guard commands and transition when alternative sites, if required, are operational, especially the ability to communicate with the field.
- (2) It will not be uncommon for multiple command posts to exist during the early phase of an event. The CGIC, D17 Command Center, responsible party, state, or other response parties may all establish a command post to handle their internal ramp up and emergency response to the scenario. Until a common command post is operational, the critical success factor will be the exchange of information and coordination of response activity to avoid duplication of effort. This process can be facilitated by exchange of liaison officers or use of web based real time “virtual command post” software programs.
- (3) An on-scene incident command post close to the scene may be established as necessary to facilitate command, control, and coordination of multi-agency response assets.

c. Communications. Establishing a reliable communications system is vital. At the request of the CGIC, D17 (ppt) shall serve as a communications advisor to the CGIC and coordinate with the responsible party and public and private agencies to establish communications to the incident site. D17(ppt) shall maintain liaison with USCG communication partners to keep current with resources available.

- (1) If possible, the CGIC may establish an open cell or satellite telephone line between ship, industry EOC and D17 RCC. (If no SAR or SAR phase complete, D17 RCC may be deleted from call). A dedicated communicator will man the telephone line at each site. The length of time the line remains open will be depend on the situation. Scheduled conference calls can be established once situation has stabilized.
- (2) If multiple command posts are established, deploy liaison officers to as many of the command posts as possible to relay critical information.
- (4) Make maximum use of On Scene Coordinator. The OSC shall serve as the sole “on-scene” communicator with the master of the affected vessel. The OSC will establish an on-scene communications plan using the “best” means of communications available at the time.

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- (5) Away Team. The COTP, with input from D17 Command Center and the vessel master, shall determine if an AWAY TEAM is required to support on scene communications and response. The Away Team will communicate via the OSC. If no OSC, the Away Team may be appointed as the OSC and communicate with the RCC who will conference with the CGIC. The AWAY TEAM will operate in accordance with current version of CGD17INST 16451.1.
- (6) Pollution Response Communications. Pollution response communications will be assigned so not to interfere with SAR operations. The on-scene pollution operations leader will establish the on-scene pollution communications plan. Normally, VHF 81A will serve as the main on-scene pollution response channel.

Tabs:

- A: D17 Execution Checklist: Major Marine Disaster / Mass Rescue Operation.
- B: Standard Procedures for Evacuee Accountability From Passenger Vessels.
- C: Multi-Agency Cruise Ship Emergency Quick Start Guide

**TAB A to APPENDIX 26 TO ANNEX C TO CGD17 OPLAN 9870: EXECUTION CHECKLIST: MAJOR MARINE DISASTER / MASS RESCUE OPERATION**

1. General: This checklist provides guidance and tasking to D17 staff, CGICs and D17 units involved in MMD / MRO response operations. It is not possible to cover every situation, therefore the Action Items are not all inclusive, nor are they ranked by priority or order of accomplishment. Commanders should add or delete items as judgment and experience dictate. Some ACTION items for units may not be necessary, but should still be reviewed. Rapidly developing or changing situations could cause many actions to be completed simultaneously.

<b>Timing</b>	<b>Unit</b>	<b>Action</b>	
Annually. 1 <sup>st</sup> week of March	All	Review procedures in this Plan and applicable procedures outlining program directives. Notify D17 (mor) of changes required	
Annually as Required	All	Conduct SAR, mass rescue, mass casualty, and other exercises as required by current guidance	
Upon Notification of a <u>Potential</u> Incident	CGD17 Command Center	Determine validity and extent of incident	
		Notify D17 (o/m) and cognizant MSO	
		Assess security implications of incident with D17(o/m) and CO	
Upon Determination that even and USCG assets are required	CGD17 Command Center	Assume SMC	
		Complete Local Checklists or QRCs	
		Issue / Update UMIBs / BNMs	
		Dispatch and coordinate CGD17 assets to incident.	
		Initiate AMVER notifications as required.	
		Update cognizant MSO. Provide updates as required.	
		Complete all required notifications: Federal/State/Local/ International	
		Maintain liaison as required.	
		Update D17 (m/o). Provide updates as required.	
		If WMD suspected/confirmed, inform DHS and other required agencies as determined by response threat: CDC, DOE, etc	
		Augment CC Watch as required.	
		Appoint OSC and provide guidance for response hazards, security concerns, communications, reporting requirements, passenger accountability process, and other important data.	
		Establish communication with vessel, vessel operator / industry. Keep open line to vessel and owner/EOC as required.	
		Alert D17(ppt) as required for communications support.	
		Develop and Issue Search Action Plan	
Task AIRSTA as required			
Initiate passenger and crew accountability process. Refer to Table in this appendix.			
Alert local communities for shore side support.			
For large passenger vessel, review the Quick Start Guide. Tab E			

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Timing	Unit	Action	✓
		Appendix Alert State Dept. Public Health for emergency medical coordination of injured & contaminated personnel. Alert local HAZMAT Teams or local fire department of evacuation and decontamination potential. Request air space restriction from FAA, if necessary. Submit SITREPS IAW existing policy	
		Coordinate with UC to designate staging areas for evacuees Activate D17 (pa) as required. Other:	
Upon Determination that event and USCG assets are required	CGD17 (dr)	Assume Incident Owner until SAR phase complete If WMD suspected/confirmed, coordinate security implications with D17(m), CGIC, and federal agencies. Upgrade standby status of USCG assets. Provide / direct floatation platforms (WHEC/WMEC) capable of sustaining offshore operations. Identify and assign asset to serve as aircraft controller, if required. Designate single point of CG contact with vessel and coordinate information flow Maintain liaison with state/federal/local/DOD agencies Maintain communications with vessel owner/operator Augment CC Watch as required Activate all or portion of RIC as situation dictates. Alert / task D17 (ppt) for communications support. Initiate procedure to deploy support comms gear as required. Alert D17 (pa) and forward all media requests to them. Deploy Public Affairs team as required/requested to support MSO. Coordinate with state and flag level agencies during SAR phase Coordinate with MSO, vessel owner, and local emergency management to designate locations for Unified Command Post, staging areas, and passenger / crew reception center. Request CG District nearest to EOC of responsible party dispatch liaison officer to assist with communications to D17 Make regular information updates to PACAREA, COMDT, AL, and others as required. Coordinate tracking of survivors with vessel owner. Refer to Standard Accountability Guide Tab C to this Appendix Declare end to SAR phase and TACON shift to COTP/FOSC for pollution response / salvage. Alert and coordinate with potential medical facilities.	
Upon Determination that event and USCG assets are required	CGD17(dr)	Augment D17 CC watch as required. Assume Incident Owner when SAR/LE Phase complete Support COTP as requested If WMD suspected/confirmed, coordinate security implications with D17(o), CGIC, and federal agencies. Alert / dispatch DRAT and mobilize response equipment as requested by FOSC	
	CGD17(dr)	Maintain liaison with state/federal/local DOD agencies. Coordinate with state and flag level agencies during post - SAR phase.	
Upon Determination that event		As required, task other D17 units to provide personnel for augmentation	

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Timing	Unit	Action	✓	
and USCG assets are required		to affected MSO/COTP.		
		Maintain communications with vessel owner/operator		
		Conduct "hot wash" debrief of principal participants in person or conference call		
		Submit "First Impressions Report"		
		Submit standard After Action Report		
		On Scene Commande	Assess situation and provide SMC and COTP with incident app and SITREPS.	
			To extent possible, determine probable cause and characterize s regards to security issues & potential WMD risk and hazards.	
			Conduct/ coordinate SAR efforts IAW standard procedures	
			Provide recommendations for response.	
			Coordinate all on scene rescues assets. .	
			If safe - Place rescue and assist team on board to aid in incident evaluation. TEAM NOT TO INTERFERE WITH VESSEL EMERGENCY PROCEDURES.	
			Establish on scene check in and out procedures, and communica plan.	
			All on scene communications to vessel shall be through the OSC	
			For each rescue asset – track name, operator and contact inform number of evacuees on board and destination. DO NOT RELEA FROM SCENE UNTIL THIS INFORMATION COLLECTED. information to SMC.	
			Review Standard Procedures for Evacuee Accountability. Refer C of this Appendix	
			Assist with firefighting operations IAW existing policy	
			Coordinate with SMC and UC for evacuee planning and designa landing sites. Direct on scene rescue assets to these designated evacuee offload.	
			Ensure all hazards are marked	
			Manage lifeboats and life rafts with vessel master and lifeboat commanders.	
			Enforce safety / security zone established by COTP.	
	Hand off OSC duties as directed by SMC.			
	TACON of on-scene resources may switch to COTP/FOSC after response complete			
	Submit required reports			
	Other: List			
	Other:			
Upon Determination that even and USCG assets are required	COTP/Unified Comm	Activate Crisis staffing procedures, including ICS. Implement command as quickly as possible.		
		Complete required notifications		
		To extent possible, coordinate with OSC/D17 to determine prob cause and characterize site in regards to security issues & poten WMD risk and hazards.		
		Coordinate firefighting response IAW existing policy.		
		Request PACAREA IMAT Team as required		
		Request D17 DRAT as required		
		Request Pacific Strike team as required		

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Timing	Unit	Action	✓
		Establish safety / security zone. Request resources from D17 to	
		Request D17 issue UMIB and BNMs regarding safety zone and pollution/salvage response operations.	
		Establish/coordinate communications with D17CC.	
		Establish communications with D17CC, vessel and industry EC required request conference call and open line with vessel and owners/operators.	
		Coordinate with D17CC and vessel owners to designate staging landing sites for passengers and crew.	
		Request required communications support from D17 (ppt)	
		Evaluate stability and pollution potential. Coordinate pollution activities on a not to interfere basis with SAR.	
		Issue COTP order directing vessel movements as required.	
		Alert local HAZMAT Teams or local fire department of evacuee decontamination potential.	
		Determine need for Away team. Coordinate dispatch with D17 vessel. Reference D17INST 16451.1	
		Oversee salvage operations to extent required.	
		Initiate casualty investigations.	
		Release POLREP and IAP	
		Other:	
Upon Determination that event and USCG assets are required	D17 Air Stations	Dispatch SAR aircraft as directed by SMC	
		Place all available aircraft and aircrews on SAR standby	
		Place all available EMT qualified personnel in standby, ready to respond with casualties.	
		Brief aircraft commander(s) on expected response hazards	
		As required, coordinate the movement of aircraft in and around	
		Place all available aircraft, EMT, flight surgeons and crews on SAR standby.	
		Provide Air Ops Coordinate to Unified Command as required.	
		As required, prepare mass rescue rafts for deployment	
Upon Determination that event and USCG assets are required	<b>Integrated Support Command (ISC)</b>	Augment D17 / MSO Unified Command as required, especially logistics and finance	
		Dispatch Safety Officer as required	
		Be prepared to augment local medical, safety, critical incident response, debrief, and shelter systems	

TAB B to APPENDIX 26 TO ANNEX C TO CGD17 OPLAN 9870: STANDARD PROCEDURES FOR EVACUEE ACCOUNTABILITY FROM LARGE PASSENGER VESSELS

1. If large numbers of passengers and crew are evacuated from a vessel, the following procedure for accountability is recommended.
  - a. Master notifies D17 Command Center serving as SAR Mission Controller (SMC) and responsible industry party of evacuation plan and impending evacuation.
  - b. Master of vessel orders evacuation.

USCG SMC designates an On Scene Commander (OSC), if not already assigned.

- a. The OSC is responsible to coordinate all on scene rescue assets, to track lifeboats and life rafts, and to manage empty life boats/rafts.
  - 1) Rescue boats report total number of evacuees on board to OSC.
  - 2) OSC directs the rescue boats to landing site, and reports departure of each to USCG (RCC) with total count of evacuees. RCC relays information to the industry EOC. **DO NOT PERMIT RESCUE VESSELS TO DEPART WITHOUT RECORDING VESSEL NAME, OPERATOR CONTACT INFORMATION, DESTINATION, AND NUMBER OF EVACUEES ON BOARD.**
  - 3) Rescue boats report their arrival time at landing site to the OSC, and confirm the total number of persons offloaded. OSC provides additional tasking as required to the rescue boat.

Unified Command takes the following action:

- a. Implements an evacuee accountability process. [See Items 7 and 8.]
- b. Determines / designates best landing site(s) for rescue boats, and relays information to RCC, OSC and responsible industry party EOC. [See Item 4.]
  - 1) Designation of landing sites will depend on weather, travel distance, water depth, transportation support, and ability to safely discharge passengers from rescue boats, and other local concerns or limiting factors for ground transportation.
  - 2) If terrorist related incident, landing site(s) shall be inspected for explosive devices prior to the arrival of evacuees, and appropriate actions implemented taken to deter secondary attacks.

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- c. Identifies best options for reception center(s) and coordinates with responsible industry party for activation. [See Item 9.]
  - (2) *If terrorist related incident, reception center(s) shall be inspected for explosive devices prior to the arrival of evacuees, and appropriate actions implemented to deter secondary attacks.*

Unified Command activates and secures landing site(s):

- d. Unified Command designates a Landing Area Manager for each site. The Landing Area Manager is responsible for overall site management, security, safety, and ensuring protocols are followed.
- e. Responsible industry party, supported by local community resources and USCG, will normally operate the landing sites
- f. Local, state, or federal law enforcement will secure site and be responsible for site security, crowd and traffic control. *If terrorist related incident, landing site(s) shall be inspected for explosive devices prior to the arrival of evacuees, and appropriate actions implemented to deter secondary attacks.*
- g. Local emergency response services will establish required decontamination and triage areas at landing site.
- h. Port department or facility owner will clear docks and landing areas to facilitate operations.

Unified Command designates helicopter-landing pads as required.

- a. Assign helicopter pad manger for each site.
- b. Informs FAA of sites.

Responsible industry party and local agents arrange transport from landing site(s) to reception center(s) for evacuees not in need of immediate medical attention. [See Item 9 for basic reception center requirements.]

- a. *If terrorist related incident, transport vehicles shall be inspected for explosive devices prior to the arrival of evacuees, and appropriate actions implemented to deter secondary attacks during transport.*

Unified Command establishes an Evacuee Accountability Branch at the appropriate command post or reception center to manage passenger and crew tracking. Responsible Industry party and their agents will normally take the lead, but may be assisted with available resources from the USCG, U.S. Customs and Border Protection (CBP), Red Cross or other local agency.

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- a. For a foreign flagged vessel or ship arriving from a foreign country, the US Bureau of Customs and Border Protection may require all passengers and crew to be tracked from landing site to reception center. At the reception center, the Bureau of Customs and Border Protection may implement emergency arrival and screening processes.
- b. If the situation requires evacuees to be cleared by law enforcement prior to final release, the Unified Command shall implement as quickly as possible procedures to contain all evacuees at the landing site, and to process, screen, and as necessary, interview personnel at the reception center.

Recommended evacuee accountability process and responsibilities:

- a. **Step 1:** USCG RCC tracks MEDEVAC patients from the vessel.
  - 1) Specific patient information will be gathered at the earliest time not to interfere with the transport or care of patient and reported to RCC.
  - 2) If information is not available prior to the patient being admitted to the hospital, USCG will coordinate with hospital officials for release of patient information necessary for passenger accountability.
  - 3) Patient information will be relayed to check-in officials at Reception Center(s) and to responsible industry party EOC.
- b. **Step 2:** Evacuees board rescue vessels.
  - 1) Each tender or rescue vessel/aircraft will report to the OSC (or SMC if no OSC) the total number of evacuees being transported. OSC will direct the rescue vessel to the designated landing site.
  - 2) An accurate list of passenger names is not vital at this stage because when the rescue vessel reaches the landing site, the group will likely be split up or combined with others for transport to reception center(s). (A tender holds 100+ passengers – a bus holds 45).
  - 3) A secure landing site is critical to keep people from walking off prior to accounting.
- c. **Step 3:** Evacuees arrive at landing site and are transported to reception center(s).
  - (1) *If terrorist related incident, landing sites and reception center(s) shall be inspected for explosive devices prior to the arrival of evacuees, and appropriate actions taken to deter secondary attacks.*
  - (2) Evacuees requiring decontamination or medical attention will be decontaminated /triaged by local response personnel. Evacuees in need of immediate medical

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treatment will be transported by local EMS to medical facilities. If possible, patient identification will be gathered prior to transport and provided to accountability branch. If information is not available prior to the patient being admitted to the hospital, USCG will coordinate with hospital officials for release of patient information necessary for passenger accountability.

- (3) Evacuees not requiring decontamination / medical treatment will be loaded onto buses or other vehicles for transport to reception center(s). Ideally, a responsible industry party official, or other designated person, will accompany each transport vehicle. While enroute to the reception center, this official will develop an accurate list of full names (required), cabin numbers (required), and other requested information. If not possible to place a dedicated official on each transport vehicle, the driver, or a reception center official, will collect required information as passengers depart the transport vehicle. At the latest, this tracking information must be taken as evacuees depart the bus or vehicle.
  - (4) For ease of data collection and comparison, a standard format for recording information is recommended, but not critical as long as information is eligible and accurate.
  - (5) Throughout the process, the importance of accountability in the rescue process will be stressed to passengers.
- d. **Step 4:** Evacuees arrive at the Reception Center(s).
- 1) Passengers and crew are escorted into the reception center. The list of evacuees from Step 3 is delivered to the reception area check in manager. Evacuee names are checked against the “souls on board” manifest provided by the agents.
  - 2) Passengers are instructed to stay with their group until processed at the reception area. Accountability is again stressed to evacuees so they do not leave reception area until processed by the accountability team, and as required, by the Customs and Border Protection Service and law enforcement officials.
  - 3) As appropriate, Customs/Border Protection may implement emergency arrival and screening processes.
  - 4) If evacuees departed the vessel without proper identification, vessel operators, Customs/Border Protection, and TSA will coordinate on requirements and process to permit clearance and travel. Vessel operators often maintain copies of passports or other identification documents for passengers and crew.
  - 5) If available, information sheets are handed out to evacuees.
- e. **Step 5:** Accountability Reporting.

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- 1) An agent appointed by the responsible industry party will consolidate accountability reports from all reception centers. The USCG and Customs may provide resources to assist in this process to speed the flow of information.
  - 2) Consolidated passenger and crew accountability information will be transmitted at regular intervals by the most rapid means available to the USCGD17 (RCC) and responsible industry party EOC. If desired, the RCC and responsible industry party EOC may again compare the information received to their copy of the souls on board list.
  - 3) Terminations of rescue efforts will occur only after all passengers and crew are accounted for and determined to be safe.
  - 4) Responsible industry party shall maintain accountability of passengers and crew ashore until travel arrangements are completed.
- (8) **Step 6:** Accounting for personnel remaining on board vessel.
- (1) As required, once all passengers and non –essential crew are evacuated, the master of the vessel will provide the OSC a list of all personnel remaining on board to continue response efforts. This information will be relayed to USCG (RCC), reception center, and responsible industry party EOC.

Reception Center Requirements.

- a. Responsible industry party will coordinate with agents and local community resources to identify, secure, and staff a reception center. (High volume passenger ports are recommended to have pre-designated sites)
- b. *If terrorist related incident, reception center(s) shall be inspected for explosive devices prior to the arrival of evacuees, and actions taken to deter secondary attacks.*
- c. As a minimum, reception centers should provide:
  - 1) Registration and check in-out desk
  - 2) Information desk
  - 3) Food / Water (Red Cross / Salvation Army can assist)
  - 4) Rest rooms
  - 5) Security
- d. The following services are desirable for the reception center if space and resources permit and can be provided in time for benefit. These services typically require pre-planning by local communities and response organizations.
  - 1) Communications access: telephone, Internet

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- 2) Medical Services
- 3) Mental health/stress services
- 4) Comfort kits: clothing, hygiene items, etc.
- 5) Rest areas: Cots/blankets
- 6) Recreation, if possible
- 7) Message Center
- 8) Interview rooms
- 9) Translator services

As necessary, USCG, medical services, and company officials confirm next of kin notification procedures. Morgue services will be provided IAW city/state plans.

(U) TAB C to APPENDIX 26 to ANNEX C to SEVENTEENTH DISTRICT OPLAN 9870: MULTI-AGENCY CRUISE SHIP EMERGENCY QUICK START GUIDE

**USCG RCC**

- Complete MRO Checklist. Use VSL SAR Sheet to assist & avoid excess radio comms.
- Issue Urgent Marine Info Broadcast (UMIB).
- Launch/divert appropriate assets.
- Designate OSC and broadcast.
- Request M rep for augmented watch.
- Contact industry EOC and maintain open line as required. Recognize EOC abilities to assist.
- As needed, establish satellite comms w/ vsl.
- Coordinate w/ owner & agents for commercial response resources.
- Notify Alert local hospitals, EMS, and MEDEVAC providers.
- Notify COTP and request safety, security zone
- Contact FAA for temporary airspace restriction
- Coordinate with UC for staging and landing area designations.
- Brief per Briefing Matrix
- Consider implementation of RIC
- Reduce communications to ship to extent possible.
- Locate interpreters as needed for improved communications with ship foreign crew
- Contact communities expect to be impacted

**VESSEL OWNER**

- Activate Crisis Action Team.
- Establish comms with ship and RCC Juneau. Maintain open line as needed.
- Share status information regularly.
- Assist Master with stability analysis and supplement decision support system.
- Commence logistics for possible passenger evacuation.
- Coordinate actions / information with Unified Command.
- Contact Flag State, Class, underwriters.
- Initiate spill and security plans.
- Ensure required state and local notification made.
- Activate JIC process w/ USCG – release initial media statement.
- Establish 800 number for next of kin call in.

**USCG Captain of the Port**

- Form & Dispatch Away Team as needed.
- Stand-up Unified Command (CG, SOSC, Local Gov't, RP). Distribute contact info
- Execute applicable provisions of Area Maritime Security Plan.
- Establish and direct enforcement of safety and/or security zones.
- Direct shore and waterside MHLS patrols.
- Initiate marine casualty investigation/coordinate terrorism investigation with FBI (if appropriate).
- Evaluate terrorism threat/direct increase in Marsec level (if appropriate).
- Coordinate NOAA Scientific Support (weather, spill trajectory)
- Establish communications with RCC and local agents.
- Communicate with ship thru D17 RCC or cruise line EOC conference type calling.

**Unified Command**

- Set organization and objectives. Distribute
- Manage On-scene info flow. Ensure effective information sharing.
- Stand up JIC w/industry. Issue joint release at earliest time.
- Maintain comms link to industry EOC for current info and plans.
- Assign tasks and responsibilities.
- Establish comms to all regions of response. Complete comms plan and distribute.
- Alert Customs Border Protection Service.
- Establish and maintain effective liaison with key stakeholders.
- Initiate passenger accountability process.
- Establish secure landing sites: decon, triage, medical transport, Pax. Transport, crowd control.
- Monitor/assist evacuee transport.
- Set Security for reception center.
- Coordinate/supervise special teams support (EOD, Strike Team, CSST, NOAA, FEMA, etc.)
- Coordinate marine firefighting support.
- Supervise spill response (source control, containment, recovery, protection of sensitive areas, disposal and decontamination).
- Evaluate damage survey/ approve salvage plan/supervise salvage operation.
- Implement law enforcement requirements for pax control.
- Coordinate requirements for damaged ship transit, port entry

Vessel suffers disabling casualty: fire, grounding, security

**SHIP**

- Contact CG and company EOC at earliest time.
- Assess damage to vessel/stability.
- Extinguish/contain fire.
- Initiate damage control.
- Treat injured personnel.
- Request MEDVACs as required.
- Determine need for evacuation.
- Evaluate cause of casualty for security threat.
- Mitigate possible release of fuel.
- Keep passengers informed of situation.
- Provide dedicated communicator to reports to EOC and USCG.
- Provide regular updates of status.
- To extent possible, ensure pax and crew have identification prior to evacuation.

**AGENTS**

- Establish comms with EOC (owner) and RCC Juneau.
- Arrange for any immediate requests from vessel's Master.
- Send liaison to RCC Juneau and UC.
- Identify and contact all other available commercial assets in region for potential use. Pass info to RCC & UC.
- Souls on Board List to EOC and RCC and reception center.
- Arrange logistics for pax evacuation
- Locate reception center.
- Initiate process to activate reception center.
- Alert Red Cross / Salvation Army
- Locate interpreters

**State**

- DMVA activate State Emer. Coord. Center for SAR.
- ADEC provides SOSC to initiate State response to pollution.
- Alert DHSS for medical coordination

**LOCAL IC**

- City Mgr & Crisis Manager notified.
- Activate Shore-side Emergency Plans.
- Hospital(s) recall available personnel.
- Harbormaster prepares City-owned port facilities. Assist with landing site ops.
- Assist w/ establishment of reception center(s)
- Provide triage, medical treatment, patient transport for injured persons landed ashore.
- Provide reps for UC.